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**PHOTOGRAPHIC INTERPRETATION REPORT**

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PLESETSK ICBM COMPLEX, USSR**

**LAUNCH SITES 9 AND 10**

**Declass Review by  
NIMA/DOD**

DECEMBER 1966  
COPY **111**  
15 PAGES

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PHOTOGRAPHIC INTERPRETATION REPORT

# PLESETSK ICBM COMPLEX, USSR LAUNCH SITES 9 AND 10

DECEMBER 1966

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

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## PREFACE

The precision target plots included in this report are mathematically rectified projections of the area. Plots are compiled by utilizing precision mensuration instruments, and image interpretation is performed with the aid of stereoscopic viewing equipment. Identifiable image points are measured and their coordinate values mathematically transformed by computer. This transformation corrects for camera and attitude (pitch, roll, and yaw) induced distortions but does not correct for displacement due to ground relief and object height.

These target plots represent the most accurate data compiled to date, but the user is cautioned to exercise care in scaling distances or determining azimuths from these plots, inasmuch as relief can introduce errors in distance and alignment.

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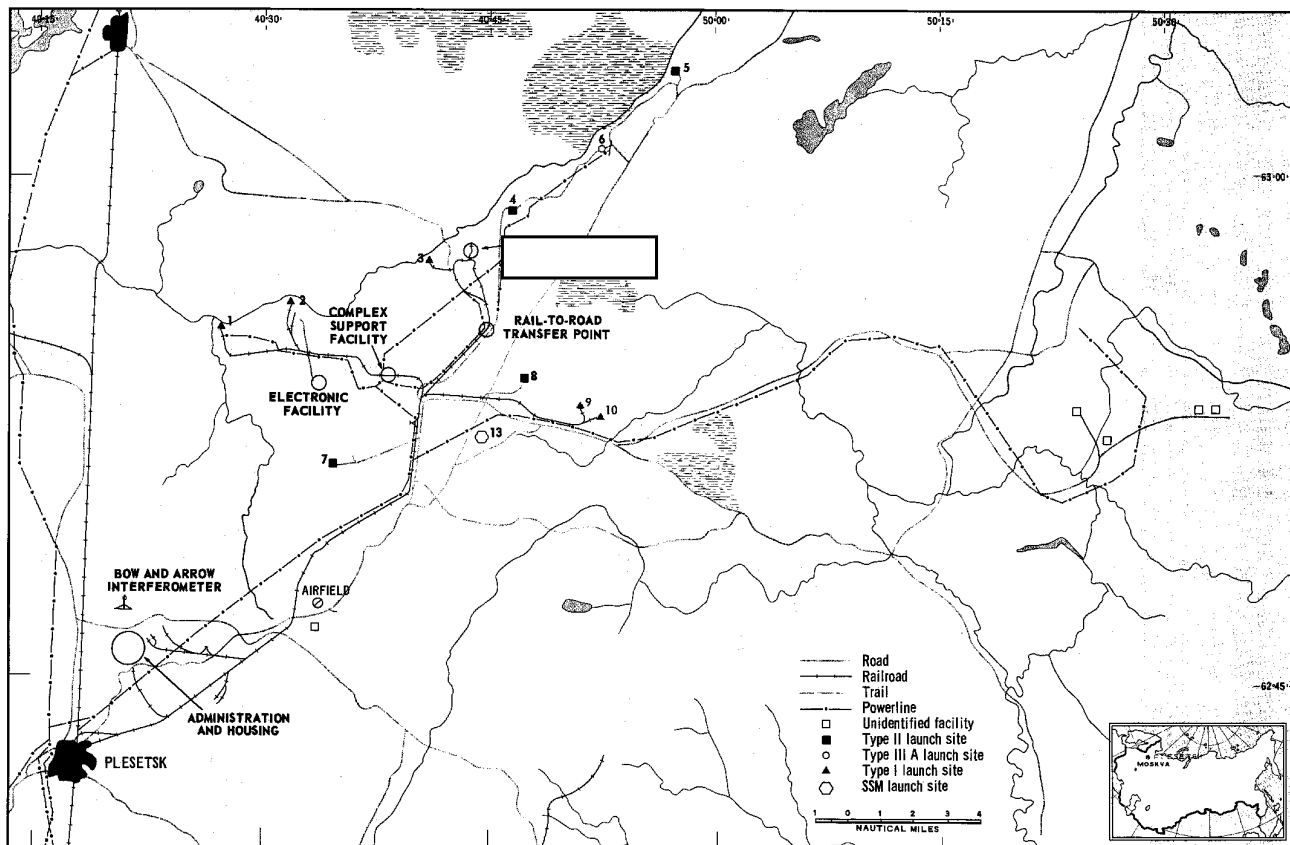


FIGURE 1. LOCATION OF PLESETSK ICBM COMPLEX, USSR.

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Launch Sites 9 and 10 at the Plesetsk ICBM Complex (Figure 1) are unique among all of the sites identified to date in the USSR. Both sites, located approximately 5.9 and 6.3 nautical miles, respectively, east-southeast of the complex support facility, are road and rail served and have been under construction for over 2 years. The sites are nearly identical and were started within a month of each other in the summer of 1964. Each launch site contains 2 flat pads 585 feet apart, and each pad is served by a rail spur that enters from the north. A 165-foot-high gantry is being constructed at each launch site, and the placement of the gantry tracks at each pad indicates that each probably will be served by a separate gantry. Of particular interest is the fact that no missile checkout or ready building is present which can be associated directly with either of the launch sites. Also, photography has not revealed any evidence that would indicate either the intended direction of launch or the missile system involved. Details of the launch sites and the support facility contained in this report were derived from photography through [redacted]. The chronology of significant construction events is given in Table 1.

### LAUNCH SITE 9

Launch Site 9 (62-53N 040-51E), in a late stage of construction, contains 2 rail-served launch pads 585 feet apart (Figures 2, 3, and 4). The main rail spur approaches the site from the south, bypasses to the east, and terminates north of the site. A back-in spur serves each launch pad, giving the site a "wishbone" configuration. A third back-in spur serves the buildings oriented in a north-south alignment between the launch pads. This third spur terminates just south of the northernmost building, and a siding from it terminates alongside the southernmost building.

Early photographic coverage showed cruciform excavations and foundations in the positions where the pads now appear, indicating that equipment and/or terminal rooms are present under the pads. At no time has there been any indication of exhaust ducts being constructed at either site, leading to the conclusion that launch operations will take place from the flat pad. During the early stages of construction, the 3 large building excavations in the center of the launch site were connected to both pad

excavations by trenching. As construction of the launch site progressed, the trenching was soon obliterated. It was also observed that the northern building excavation contained 2 circular excavations on the southern side, whereas the southern building excavation had a single circular excavation on the northern side. These circular excavations could accommodate buried tanks. [redacted]

[redacted] it was observed that the east portion of the basin was being covered or backfilled.

Both launch pads are nearing completion, with the left pad the most advanced. An excavation on the outside edge of the left pad has been backfilled. Presently, there is trenching from the outside edges and alongside both launch pads. At the ends of some of this trenching are square-like structures. A prominent V-shaped trenching scar is apparent beside the left launch pad; at the end of each leg, and slightly northwest of the apex, is a square-like structure. A mobile gantry 165 feet high has been constructed behind the left pad and, although there are as yet no signs of construction of a gantry behind the right pad, the presence of gantry tracks behind the right pad indicates that it will be served by a gantry. There is no indication of an intent to connect the 2 gantry tracks so that 1 gantry can serve both pads. At each launch pad, 2 tall lattice towers are located at opposite corners in a northwest-southeast alignment diagonally across the center of the pad.

### LAUNCH SITE 10

Launch Site 10 (62-52N 040-52E) is nearly identical to Launch Site 9 and, although not as near completion as

Launch Site 9, the construction is nearly concurrent (Figures 5 and 6). This site is also road and rail served, but differs from Launch Site 9 in that the main rail spur approaches from the west, bypasses the site on the west, and terminates north of the site. It has the same "wishbone" configuration and the same number of back-in rail spurs. The spurs serve the same types of facilities as those at Launch Site 9, and all existing facilities (excavations, buildings, launch pad towers) are in corresponding positions. Two noticeable differences at Launch Site 10 are the gantry which is being constructed behind the right pad instead of the left pad as at Launch Site 9, and the basin to the north which still has 2 parts separated by a dike.

### SUPPORT FACILITY

A common support facility (Figures 7 and 8) consisting of a logistical support area, a motor pool/vehicle park, a barracks/administration area, and several rail sidings serves both launch sites. The logistical support area is located south-southeast of Launch Site 9 and west of Launch Site 10. It has 4 multistory buildings, 6 large probable storage buildings and several smaller buildings, and areas of open storage. An earth mound, which appears to have 5 vents in the top, is situated at the southern edge of the area. A heat plant and a rail siding also are within the area. Railroad cars on 3 spurs at the eastern edge of the logistical support area possibly provide additional housing facilities. The motor pool/vehicle park has 4 large and several small buildings enclosed by fencing. An electrical power substation is located south-southeast of the motor pool/vehicle park. The barracks/administration area is the southernmost of the support facilities. It consists of 17 large barracks-type buildings, 1 T-shaped probable mess-hall and 1 L-shaped probable administration building, and several other buildings scattered throughout the area. There are 2 back-in rail sidings west-southwest of the logistical support area. One siding has only open storage facilities, whereas the other has open storage in addition to 2 probable storage buildings. There are several sidings on which cars can be unloaded without blocking rail service to the launch sites.

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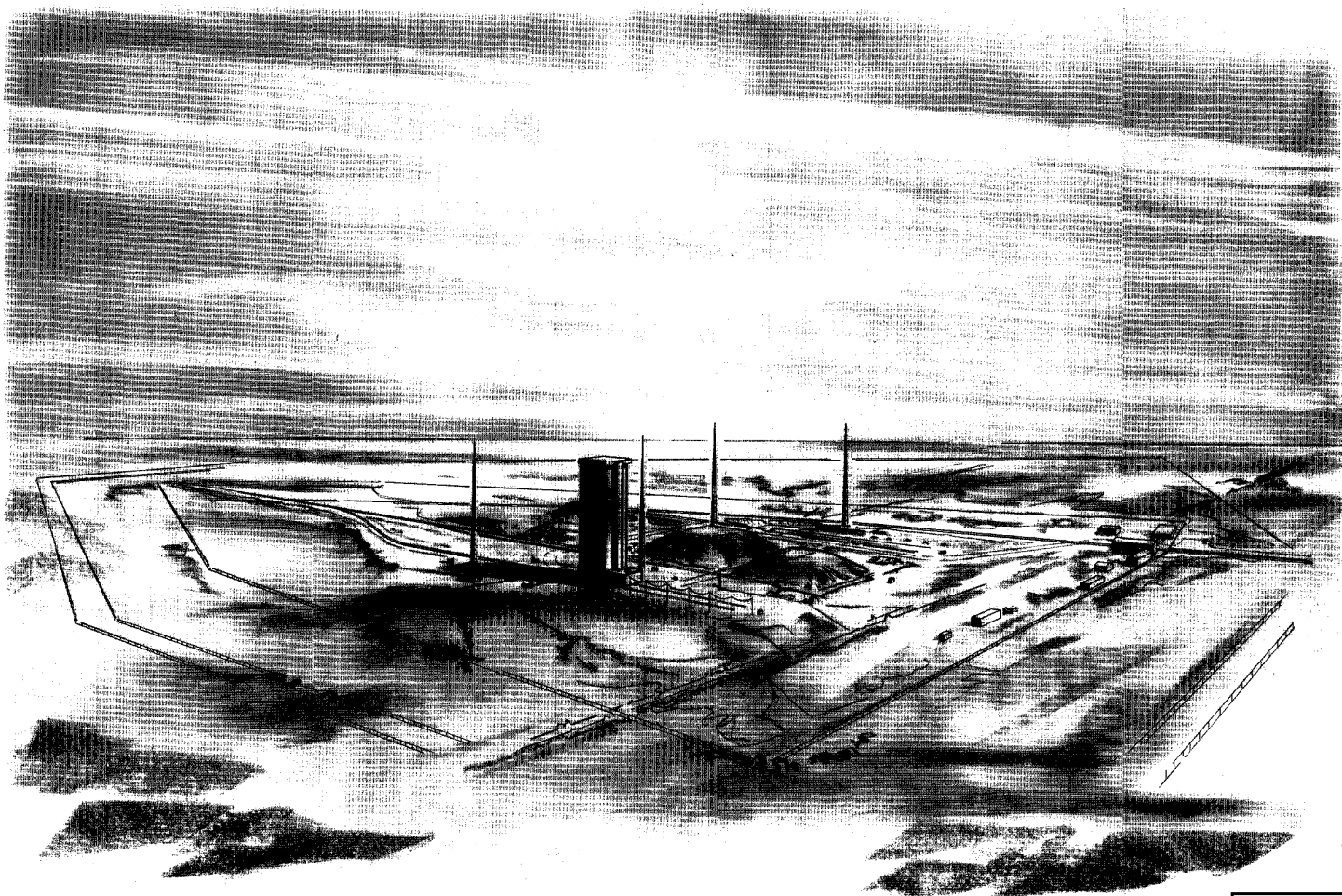
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FIGURE 4. ARTIST'S CONCEPT OF LAUNCH SITE 9, PLESetsk ICBM COMPLEX.

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Table 1. Chronology of Significant Construction Events, Launch Sites 9 and 10, Plesetsk ICBM Complex, USSR

Date/Mission	Launch Site 9	Launch Site 10	Support Facility Logistical Support Area - Motor Pool/Vehicle Park - Barracks/Administration Area - Rail Sidings
	Negation date		Negation date
	First seen; road and railbed approaching from south	Negation date	Clearing of land, small buildings, excavations/foundations for multistory buildings and heat plant at logistical support area; barracks/administration area has 11 barracks/administration-type buildings and several smaller ones; rail complete to large rail siding, and rolling stock is present; 2 areas cleared for unloading and open storage beside rail siding
	Rail is laid to the south of the launch site; land has been cleared and there is probable security fencing around site	First seen; land is being cleared; security fencing is apparent; road extends into site	Additional land being cleared to the east of logistical support area; also, land being cleared for motor pool/vehicle park
	Rail laid into site; well-defined road to site clearing	Railbed extends to security fence on west side of site	More land being cleared on north side of rail spur between sites; a building is now apparent at the motor pool/vehicle park
	Definite security fencing around site; "wishbone" configuration apparent	Railbed extends into site; rail laid to security fencing on west side of site	Row of rail cars parked on dead-end spur at logistical support area; motor pool/vehicle park has several buildings
	Railbed extended to both launch pad excavations and building excavations between the pads; rail is laid almost to apex of "wishbone"; excavations for both launch pads, which are cruciform-shaped, and the buildings between the pads are apparent; 2 circular excavations are on the south side of the northernmost building excavation; a single circular excavation is on the north side of the southernmost building excavation; ditching/trenching extends from the left launch pad to the left circular excavation	"Wishbone" configuration apparent; railbed extends to both launch pad excavations and building excavations between the pads; excavations for both launch pads, which are cruciform-shaped, and buildings between the pads are apparent; a single circular excavation on the south side of the northernmost building excavation, and on the north side of the southernmost building; ditching/trenching appears from left launch pad to the north circular excavation and to the south circular excavation; ditching/trenching also extends from the right launch pad to the north circular excavation	Three rows of rail cars appear on the dead-end spurs at logistical support area; 2 probable storage buildings along north side of rail between launch sites; power trace cut to logistical support area extended further eastward
	Ditching/trenching extends from right launch pad to north circular excavation	Two circular excavations now appear on the southern side of the northern building excavation. Ditching/trenching connects both launch pad excavations to the building excavations between the pads; rail extends to right launch pad and along the middle railbed	A heat plant is located in the north portion of logistical support area; clearing started for the electric power substation; the barracks/administration area contains approximately 19 barracks/administration buildings and several smaller ones
	Ditching/trenching connects Launch Sites 9 and 10; ditching/trenching extends from east side of Launch Site 9 to west side of Launch Site 10; large basin divided by a dike is situated in northern portion of site	The 3 buildings between pads are under construction	One additional probable storage building north of rail between launch sites; substation building apparent; 24 barracks/administration buildings and several smaller buildings are observed; 2 probable storage buildings observed at rail siding
	Conduit in ditching/trenching from left launch pad to north, central, and south buildings between the pads, and from right launch pad to north and central buildings; small building foundation located north of, and adjacent to, central building	Conduit in ditching/trenching to both launch pads, and from right launch pad to central building between the pads; small building foundation located north of, and adjacent to, central building	Approximately 6 tanks appear in southern portion of logistical support area; 3 additional probable storage buildings are south of road between the launch sites; 22 barracks/administration buildings and several smaller buildings observed in barracks/administration area; numerous crates are in the open storage area beside the rail siding; motor pool/vehicle park now has 4 large buildings

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Table 1. (Continued)

Date/Mission	Launch Site 9	Launch Site 10	Support Facility Logistical Support Area - Motor Pool/Vehicle Park - Barracks/Administration Area - Rail Sidings
	Rail extended almost to northern building, and started to left launch pad Gantry observed to the rear of left pad	A large basin divided by a dike located in the northern portion of the site	Powerline probably extends to substation
	Rail spur branching from the middle rail spur is apparent; 2 diagonally opposed towers at each pad; excava- tions on outside edge of both pads; buildings between pads in various stages of being earth banked Outer security fencing and ditching apparent; launch site service road is taking definite form; all buildings between pads still being earth banked Right side of northern basin being filled in; gantry behind left launch pad moved up to the pad; buildings between pads still being earth banked and mounded; ditching/trenching extends from left and right launch pads; V- shaped ditching/trenching scar apparent beside left launch pad; ditching/trench- ing connecting the 2 sites appears to be filled in halfway between Launch Sites 9 and 10	Rail siding branching from the middle rail spur is apparent; 2 diagonally opposed towers at each pad; gantry under construction behind right pad; buildings between pads in various stages of being earth banked Outer security fencing and ditching apparent; buildings between pads still being earth banked Gantry behind the right launch pad still under construction; buildings between pads still being earth banked and mounded; ditching/trenching extends from the left and right launch pads; site service road taking definite form	2 probable storage buildings and open storage across from motor pool/vehicle park; several of the barracks/administra- tion buildings have been removed  Probable earth-mounded tanks in southern portion of logistical support area have top vents

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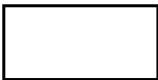
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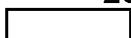


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REFERENCES



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RELATED DOCUMENT

1. NPIC. ICBM Complex, Plesetsk, USSR, Probable Launch Areas G and H, May 65 (TOP SECRET

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MAPS OR CHARTS

ACIC series, scale 1:200,000

REQUIREMENTS

CIA. C-D56-83,588  
CIA. C-DI5-82,972

NPIC PROJECTS

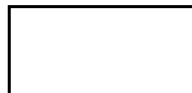
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